

Tuisa Daily World

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THE AVERAGE DAILY CIRCULATION OF THE TULSA DAILY WORLD FOR THE MONTH OF SEPTEMBER WAS:

15,797

Total Daily Circulation..... 416,523
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NET PAID Daily Average..... 15,557

L. Harry Holmes, Circulation Manager of The Tulsa Daily World, being daily sworn upon deposition, says that the above circulation report is true to the best of my knowledge and belief.

HARRY HOLMES,
Circulation Manager

Subscribed to and sworn to before me this third day of October, 1916.

(Signed) WILBUR WHITMORE, Notary Public.

My commission expires June 15th, 1919.

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6000

Oklahoma Republican Ticket, 1916.

For President—Charles E. Hughes
For Vice-President—James M. Robinson
For Senator—E. C. Denison, J. B. Edwards, William S. Bell, J. C. Denton, J. B. Edwards, Logan, Haysworth, J. N. Jones, E. M. Lewis, Charles L. Nichols, Stephens. West has
decidedly withdrawn.

For Congressman—First District, T. A. Chandler, Vinita, second district, Henry Ward, Gallagher, Third district, Gratton S. McWay, Preston, Fourth district, James Grooman, Muskogee, Fifth district, John H. Bodson, Oklahoma City, Sixth district, H. Hinman, Level, Seventh district, R. W. Jones, P. Weatherford, Eighth district, Dick T. Morgan, Woodward.

The Justice of Supreme Court—(Two to be elected)—Horace Speed, Tulsa; Harry Sturges, Enid.

Fifth Judge of Criminal Court of Appeals—Harry M. Gray, Oklahoma City.

For Corporation Commissioner (Long term) Frank A. Parkinson, Lawton.

For State Auditor—Oklahoma City.

For State Representative—Tulsa County—H. B. Rogers, Longfellow.

For County Judge—Charles N. Wilson.

For County Attorney—C. E. Baldwin.

For Sheriff—Lawton.

For County Clerk—Fred Price.

For Court Clerk—Bailey E. Bell.

For County Treasurer—Clara Sample.

For County Surveyor—N. North.

For Superintendent of Public Schools—Mrs. Foster Williams.

For County Commissioners—First district, Ben M. Moore, Second district, C. E. Sample, Third district, D. A. Wilson.

MEANS WHAT HE SAYS.

Some people do not want to be convinced, no matter how conclusive the evidence. Such is the case with those who are whining that Hughes does not offer any constructive program, but content himself with derogation of what another man has done. Recently, more emphatically than ever, the Republican candidate has expressed himself clearly as to what he would have done had he been in Wilson's place. He has also been clear and emphatic in his stand on the question of disloyal hyphenism. The trouble is some people can see only their own side. Referring to McAdoo's criticism of Hughes' statement at Louisville that, had he been president, he would first have avoided making the state department ridiculous, and secondly he would have made clear by his Mexican policy that Americans could not be killed with impunity, and finally that he would have met the German warning not to travel on the Continent by a warning that its sinking without the saving of passengers would have been followed by an immediate breaking off of diplomatic relations with Germany. Mr. Hughes paid his respects to McAdoo and Wilson in the following language: "Mr. McAdoo right fault because I did not say what I would have done even if, after the warning, the Germans had been sunk. I was under the impression, however, that when I said what I would have done in advance, everyone would know what in fact I would have done had the event occurred." The secretary's remark shows in an illuminating way this administration's conception of the value of words. It seems impossible to this administration that one man can mean what he says. That is the difficulty, because with it the threat of action is mere words. My position is different. I mean what I say, and because this fact would have been known and we would have already gained a reputation for firm and correct policies, the Louisiana would not have been sunk."

TOO MUCH REGULATION.

Frank A. Vanderlip says that it is no secret why state banks hesitate to become members of the federal reserve system. They are apprehensive of the sort of regulation which has been imposed upon national banks, and are not desirous of putting themselves in the yoke of the automatic supervision of the present administration. The act itself, according to his conclusions, endangers sound, fundamental principles too valuable to permit them to be abandoned. The free working of which, however, has been enhanced and hampered in its inception by political considerations and administrative attitude to such an extent as to endanger the success of what should rightly be the most important step ever taken in American banking. The necessity of the federal reserve act is, of course, John McAdoo's and Wilson's, and his protector, McAdoo.

Hugo Muensterberg expects Germany, and Russia to join forces after the war. The learned gentleman's habits of thought will not permit him to see anything except through Teutonic spectacles, and his predictions are not worth much.

When the business quit business the drought was broken and we had a cold snap. What would have happened if the street cars had joined the strike?

LABORING MEN ARE INJURED.

The Adamson act is called an eight-hour law by many persons who know better. The title is misleading. It is really a law to compel the railroads to give a certain portion of their employees ten hours pay for eight hours work. The workingmen affected by the rule are benefited, but nobody else. On the contrary the other railway workers are injured, not only by having to pay their share of this increase to the favored ones, but they must wait that much longer for a raise for themselves. They must wait till the public has recovered from the feeling that it has been defrauded. Would the railway workers who do not belong to the brotherhoods be justified if they should demand a raise under threat of a strike? Do they believe the public would sympathize with them? Could any body of organized labor go to President Wilson this winter and force him to go to congress and push through a law giving them higher wages to prevent a strike? If not, why? If it was right once, why not all the time? But the president will never do it again. He knew that he was dealing arbitration a body blow and taking away from the laboring man the right to have a sayso in the fixing of his own

wages. There was a political emergency behind it that will not be present in future propositions. While the Adamson law stands the railroad brotherhoods cannot make a bargain with the railroads regarding wages. The principle of collective bargaining, which organized labor has fought so strongly, is superseded by legislative interference. The only power that can change the law is the power that made it—congress. Eight hours being the standard for computing a day's work, the railroads can force every brotherhood member under awful penalty to work a full eight hours at the pay he has been receiving. Thousands of them have been working less than eight hours, but they have put a club into the employer's hands to smite them with.

USING CHEAP LABOR.

It is now announced that Henry Ford intends establishing an automobile factory in England so as to avail himself of the abundant cheap labor after the war. Meantime a movement is on foot in that country to prohibit the importation of American-made cars as soon as the war is over, in order that English workmen and English factories may reap the big profits that they now think are all coming to the United States. The London Telegraph reasons that they will not only have many laborers to spare, but multitudes of big factories that are now making munitions will be forced out to it to find a profitable business when that work stops. These could be turned into automobile shops, and it also reasons that if Mr. Ford has found the making of cheap cars remunerative they can take their factories and men and go him one better. Yet some people think there is no menace in cheap labor after the war.

FROM A CANADIAN VIEW.

Canada is a friend of ours and the Canadians are a very nice people, but the rest of us are looking out for number one. So it goes without saying that the Wilson sentiment in that country is very strong. Republican voices mean to them the rebuilding of tariff forces which the Democrats tore down, and that they will not continue to enjoy the trade advantage they have had the last few years. The British trade commission in session at Winnipeg, which is trying to find the best way for Canada to meet after-war conditions, gave it out that "if present plans work out the tariff wall around Canada will be raised so high that few if any of the products of the United States will be able to reach this market, while at the same time it is hoped to see the Underwood tariff continue in existence, to the end that the trade balance with the republic will be substantially in favor of Canada." So you see why Canadians hope for the election of a Democratic president and congress. It's money in their pockets, but that money comes out of ours.

TRANSPORTATION TALK.

In order to decide on all the details necessary to the safe conveyance of the grand opera stars, S. C. Dent, traveling passenger agent of the Frisco from St. Louis is in the city today. He reports that the special train of 12 coaches which will carry away the Frisco company will leave the Frisco depot at 4 o'clock on the morning of November 1. The special train, consisting of the coaches "Polaris" and "Carolina," belonging to the building Frisco and Chesterfield companies. The company will arrive in St. Louis at about noon the same day. No stops will be made between

E. S. Miller, of the Miller-Stock Lumber company in this city, and concluded with a string of ten lumber mills in this district, arrived in the city yesterday morning. It is Miller who is the one-time owner and namesake of the United Telephone Co., and his associates at Altion, Okla., who are unaccompanied by his brother, F. A. Miller, a prominent lumberman of Seneca, Mo.

Jack Duggall, superintendent of transportation of the Frisco, passed through Tulsa yesterday on the 11:59 morning train. The train waited long enough for him to step into some of the offices and ask how everything was getting on.

J. S. Walsh and Jack Rand, special agents of the Frisco, are expected to arrive in the city this morning to transact industrial business in the interests of the Frisco railway.

In the city on business yesterday, E. W. Huber of the Shawnee-Cushing Oil company, with headquarters at Sapulpa.

C. B. Jones of the local ticket office of the Frisco has returned after a vacation of three weeks which took him through Wisconsin, Illinois and Missouri.

A representative of the South Pacific line in the city yesterday was G. H. Pohler, commercial agent.

Vote for the Children.

In our race for county superintendents we have kept out of the papers, but in an article in the Tulsa Democrat of October 27, my competitor uses this language:

"Mrs. Hodges has lived and paid taxes in Tulsa for over nine years and has taught in both the rural and graded schools for seven years."

As we have been credibly informed that Mrs. Hodges has not taught for 17 years, will she please inform the public not later than Thursday of this week where and when she ever taught one day in Tulsa county or the state of Oklahoma.

ought not the welfare of our teachers and pupils be safeguarded by maintaining the highest standard for the schools in Tulsa county?" (Signed) Lester Wilbanks—Adv.

CITY NEWS IN BRIEF

MRS. GEORGE B. JOHNSON left Sunday evening for Kansas City, where she will visit friends for a few days.

C. A. ELLIS of the Ellis Opera company and Charles E. Foley, business manager of the company, are registered at Hotel Tulsa.

THE 110 MILE per hour Mercer belonging to Ross Bayburn arrived here yesterday from the factory. It will be one of the fastest cars in the city.

ARRIVING IN Tulsa yesterday from Claremore in order to attend the performance of "Carmen," Lloyd P. Martin is staying with M. A. Snyder, 115 South Elmwood.

PROF. J. K. WEAVER of Kendall college is at present planning a series of organ recitals for winter's Sunday afternoons. It is hoped that one can be arranged for by the coming Sunday.

STUDENTS OF the high school yesterday held their general assembly, and then pictures were taken and listened to a few words from the principal, F. J. Katz. The assembly is held each Monday in the First Baptist church.

ALMA REED MCGLENNAN, librarian of the Tulsa public library, leaves today to attend the convention of librarians of the states of Oklahoma and Kansas, which is being held in Arkansas City, Kan.

NO ONE DOUTS that winter is advancing, but the change in time of school opening from 8:30 to 8:45 each morning is statistical proof. The schools began operating on the new schedule yesterday. None of the pupils seem to object to the extra 15 minutes allowed them for the morning sleep.

A PARTY OF guests visiting Tulsa for the purpose of attending the grand opera are staying with Mr. and Mrs. T. C. Chapman, 1515 South Main. The party includes Mrs. W. A. Heron, Mrs. Independence King, and Mrs. J. E. Blackmer. Mrs. A. E. Leverenz, Mrs. J. C. Hadley of Cheyenne, Kan.

SEVEN BLOODIED horses will be seen driven by prominent men of Tulsa in the big industrial parade today at 1:30. Crisis and Polyscena, owned by W. L. Lewis Sultan, owned by Frank Zabinsky, and Bramble, owned by J. W. McDonald, will be among those appearing.

ALTHOUGH TONIGHT is Holloween and boys are not expected to attend many meetings, there will be a short session of the Y. M. C. A. boys' forum committee at 7:30 sharp. The meeting will last not much more than a half hour and will have as its object the details of the first Sunday forum, which will take place on the coming Sunday.

WITH THE grand opera season in full swing every room in the Hotel Tulsa was occupied last night. Besides the opera stars and the officials of the company, there were prominent men who have arrived from neighboring towns. These include Mr. and Mrs. J. E. Huff and family, residents of Muskogee; Mr. and Mrs. J. W. Sheppard and family of Muskogee; Miss Myrtle Muldy of Oklahoma City; Ewing Hulse of Vinita; a party from Vinita comprising O. H. Conner, T. A. Chandler and Mr. and Mrs. C. E. Walton and family; Mr. and Mrs. A. E. Vandervoort of Pawhuska and R. W. Tucker and family of Pawhuska.

The writer made her initial interview yesterday when Mr. Clarence Whitehill of the Ellis Opera company so graciously granted her an interview. Mr. Whitehill is thoroughly familiar being a native of the state of Iowa and a self-made man, having eloped the winter of tame nineteen years ago. Madam Melba heard him sing and advised him to go abroad for study. He landed in Paris more than a stranger in a strange land, for he did not speak French, and was not overburdened with capital. He mastered French, German and Italian and can be acclaimed one of America's own opera artists. Mr. Whitehill is a great advocate of American music for Americans. Besides being a great opera artist, Mr. Whitehill has made many successful appearances in oratorio and many concert tours.

Mr. Morgan Kingdon, the celebrated English tenor, has one of the most interesting life stories of any of our modern musicians. Until he was 28 years of age he was a miner in the coal mines of England and he said: "I was there that I learned to be master of my ability and trained my will power to do the things that have helped me make the success I have in music. When I left the coal mines and started on my career many of my friends said I was foolish, would never make a success because I was too old, that I should have stopped 10 or 12 years before. But I say one is never too old to attain their desires if they have the perseverance and brains."

Mr. Kingdon's operatic successes have been marvelous. Only three years ago he made his debut in New York with a very limited repertoire of operas and absolutely no experience on the stage. His glorious voice more than made up for his lack of knowledge in acting. Mr. Kingdon is a hard worker, works and studies all the time. In 18 months he learned 26 opera roles, in French, German and Italian.

One of the most charming members of the opera company now in our illustrious city is Miss Alma Peterson. She is tall and stately and has a very strong personality. She like other members of her company, was most enthusiastic over the gale audience and the warm reception accorded the production of "Carmen."

Miss Peterson says: "While in my home city of St. Paul recently, Mademoiselle Pauline had me the most extraordinary compliment by saying that she predicted one of the most brilliant careers of any of his girls."

There are interpreters of song, interpreters of music in all its many forms, interpreters of the drama and there are interpreters of the dances which speak of the beauty in the graceful rhythmic movements of the body. Not only was there the wonderful music, the thrilling scenes and dramatic revelations in "Carmen" last night but Tulsa was entertained by a tragic drama.

Alma Hulse in speaking of her art yesterday said that "a dancer must be a musician through and through that they may interpret the music more cleverly and give to an audience that individual something that comes from the soul of the artist." In fact, "the body must be a living symphony," Miss Hulse is an artist of charming personality, vivacious, brilliant conversationalist and altogether most interesting.

"Mr. Garrison said yesterday in Washington, 'I am not being interviewed on any subject. I have no statement of any kind to make.' So that he also refuses to deny the existence of the postscript, which he certainly would have done if it had been a mere fabrication by Doctor Bailey. Doctor Bailey is a gentleman of the highest character, standing and veracity. I have no doubt that he stated the conversation in substance with absolute truth."

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